

Transportation Revenue Summary for the March 2009 Forecast

Motor Fuel Tax Revenues

The March 2009 motor fuel tax forecast projected a decline of \$26 million (1%) in fuel tax revenues in the current biennium when compared to the forecast prepared in November. Gasoline tax revenue is forecasted slightly higher (.01%) than the November forecast at \$1.97 billion for 2007-09 biennium. Diesel tax revenue is down significantly \$26.3 million (14%) over the November forecast. Higher retail fuel prices in the early part of the current biennium were offset by lower retail prices in the second half of the biennium resulting in higher gasoline tax collections but lower diesel tax collections due to the weakening economy with a net loss in total motor vehicle fuel tax revenues. In FY 2010 retail gasoline prices in Washington are projected to be 12% lower compared to November's gas price forecast. The Washington Economic and Revenue Forecast Council have lowered their projections for Washington personal real personal income since the November 2008 forecast through FY2011. Slower projections for real personal income growth and declining retail fuel prices reflect the weakening U.S. economic conditions. Motor fuel tax revenues for the 2009–11 biennium are projected to be approximately \$2.66 billion, which is 1.9% or approximately \$52 million, less when compared to the November forecast. This fuel tax reduction for the 2009-11 biennium is primarily due to a decline in diesel tax revenue of \$44 million. Gasoline tax revenue fell slightly \$7.7 million or .036%. This decrease in fuel tax revenues is due to the lower current projections of Washington personal incomes and a deepening US recession. In addition, inflation rates are forecasted lower now since the November forecast which reflects the drop in gasoline prices and lower demand for goods and services from the weaker US economy. The overall reduction in motor fuel tax revenue for the 16-year period ending in 2023 is about \$535 million when compared to the November 2008 revenue forecast.

Non-highway refunds for gasoline and diesel fuel are accounted for in the motor fuel tax forecast. These refunds reduce net motor fuel tax distributions. In the March 2009 motor fuel tax forecast, several tax refunds were adjusted to better reflect actual refunds reported as well as new studies completed since the last forecast. Tribal fuel tax refunds have increased significantly in recent years so that has been reflected in this new forecast. Non-highway refunds for diesel have been decreased due to a reduction in biodiesel production. In addition, the marine gasoline tax refund percentage rate has been increased slightly in this forecast to reflect the new percentage increase of 1% as mandated in a recent DOL study of marine fuel refunds. Overall refunds for the 2007-09 biennium are up \$5.9 million from the prior forecast. In the 2009-11 biennium and beyond, total refunds have been reduced overall by approximately \$2 million from the November 2008 forecast.

Licenses, Permits and Fees Revenues

There are significant changes in the March 2009 licenses, permits and fees (LPF). First, actual registrations for FY 2009 came in much lower than forecasted in November. Second, the Economic and Revenue Forecast Council lowered income level and growth rates for 2010 and 2011. These growth rates drive the short-term vehicle forecasts, so projected vehicle registration is lower in this forecast than in November.

Car and truck growth from 2008 to 2009 is down 3.78% for cars and 4.42% for trucks. Afterwards, year to year growth rates for 2010 and 2011 are also lower. In 2012, the forecast shifts to population growth. Due to the lower tax collections and Washington personal income growth rates, the LPF forecast has been lower for vehicles paying the \$30 basic fee by \$6 million in the current biennium from the last forecast. Subsequent biennia show the decreasing forecast for \$30 vehicles ranging from \$6.5 million (1.8%) to \$7.7 million (2.1%) by 2025. Combined license fee (CLF) vehicle revenues are also down in the current biennium, by \$7.7 million (2.2%). In subsequent biennia, CLF fees are down \$6.4 million (1.81%) to \$4 million (.9%) by 2025.

The recessionary economy and in particular a lower vehicle sales forecast lead to a reduction in expected revenue in almost every stream, including title fees (2007–09 down \$361,400 or 1.7%); license plate reflectivity fees (2007–09 down \$167,600 or 1.54%); license plate replacement fees (2007–09 down \$133,900 or 0.47%); and license plate technology fees (2007–09 down \$13,900 or 2.21%);

The only exception is dealer plates which see a slight increase (2007–09 up \$3,600 or 0.28%).

Ferry Fare Revenue

Beyond the current fiscal year, the November Washington State Ferries ridership demand forecasts reflect lower ridership demand over the forecast horizon due to downward revisions to real personal income, employment rates and population. For the remainder of FY 2009, real gasoline prices in Washington are predicted to be over 6.8% lower and 12% lower in FY2010 than in the November forecast. Lower real gas prices have an upward influence on vehicle ridership. However beyond 2015, real gas prices are expected to average 10% higher than projected in November. Higher real prices reduce vehicle ridership. The March 2009 projection for future inflation is 1% to 3% lower over the forecast horizon relative to November. This causes the real fares to be higher, which all else equal reduces ridership demand. The combined effects of the economic projections yield lower ridership projections over the forecast horizon, especially during the next year to 18 months while the economy is in a recession. In the outer years of the forecast horizon, projected vehicle demand regularly exceeds available vessel capacity on several routes under the current service assumptions, especially in the summer.

Including actual revenue collections through February 2009, revenue for FY 2009 is projected to total \$143.2 million, or \$6.8 million (4.5%) lower than forecast in November. Overall fare revenue for the 2007–09 biennium is projected to be \$291.6 million, or \$6.8 million (2.3%) lower than the November forecast. Beyond the next biennium the revenue projections for Scenarios 1, 2 and 3 are slightly lower than projected in November.

Tacoma Narrows Bridge Toll Revenues

The March Tacoma Narrows Bridge toll revenue forecast incorporates new short-term traffic projections developed by the traffic and revenue consultant for the Tacoma Narrows Bridge. Average daily traffic is assumed to decline 1.3% from FY09 to FY10. Growth in 2011 and 2012 is assumed to be 5.2% and 6.4% respectively. The average forecasted traffic beyond 2012 has not changed from the November 2008 forecast. This forecast is the first one to estimate the amount of fines and fees collected.

Toll collection for the Tacoma Narrows Bridge began on July 16, 2007. Participation in electronic toll collection (ETC) is estimated at a high 75% for weekday traffic, the average currently being experienced, up from 57% on opening day. From July 16, 2007 to June 30, 2008, the tolls were \$1.75/ETC per 2-axle vehicle and \$3.00/cash per 2-axle vehicle with per axle proportional tolls for multi-axle vehicles. Discounted rates apply for multi-axle vehicles with ETC. Toll rates for FY09 are \$2.75/ETC per 2-axle vehicle and \$4.00/cash per 2-axle vehicle.

Total toll revenue is down \$1.8 million in the current biennium and \$5.16 million in the 2009-11 biennium. This reduction in toll revenue is due to lower collections and a weakening local economy. Fines and fees revenue is included in this March forecast at \$1 million in the current biennium and \$1.1 million in future biennia. Total revenue (toll, fines and fees and transponder revenue) is projected to be \$76 million in the current biennium which is a slight decrease over the November forecast. This is due to the decline in toll revenue being larger than the addition of the fines and fees estimates. In the 2009-11 biennium, the total revenue is projected to be down \$3.4 million below the November forecast. This total revenue includes the HOT Lanes toll, fines and fees and transponder revenues as well.

Aeronautics Revenues

The aviation fuel forecast of \$5.9 million includes both excise and fuel taxes and it shows a decrease for the March forecast (2007–09 down \$200,000 or 3.1%) mainly due to lower than expected revenue collections to date and the weakening economy. The aviation fuel tax projection is the largest component of this forecast at \$5.6 million in the current biennium.

Rental Car Tax Revenue

The forecast for the 2007–09 biennium was decreased \$0.44 million to \$46.5 million and the forecast for the 2009–11 biennium was decreased \$3.2 million to \$42.2 million. Revenues decreased for the current and 2009-11 biennium due to a drop in Global Insight's personal income forecast combined with their higher forecast for the unemployment rate. Revenues continue to decline in the 2011-13 and 2013-15 biennia but at a declining percentage rate. Beginning in the 2015-17 biennium the growth in the rental car

tax is projected to be higher than in the November forecast due to higher growth rates in personal income in the future biennia over the November forecast.

Vehicle Sales Tax Revenue

The forecast for the 2007–09 biennium was decreased \$1.9 million to \$63.9 million over the November forecast. This was due to a decline in the Global Insight forecast of the near term growth rate of consumer spending on motor vehicles and parts along with negative variance from the November forecast. This 2007-09 biennium decline represents a biennia over biennia percentage decline of 12.5 percent in the vehicle sales tax revenue. Revenues for both 2009–11 and 2011-13 biennia are forecasted to be down \$5.2 million each biennium due to a larger decline in consumer spending and weakening economy than in the previous forecast. Future biennia beyond 2011-13 are also down between \$4.4 million in 2013-15 and declining to \$3.5 million by 2023-25.

Driver Licenses and Other Related Fees Revenues

The March forecast of revenue to the Highway Safety Account for 2007-2009 is .8% (\$1,216,470) higher than the November forecast on the strength of Abstract of Driver Records (ADR) sales. These increased sales seem to be a positive response to the convenience of on-line Abstract of Driver Records (ADR) tool implemented a year ago. Operator license revenue has been tracking the November forecast well. Vehicle filing fees are projected to be 2.76% lower than the November forecast. This forecast is tied to lower prorated vehicle forecasts and fee revenues from Olympia filing fees. As part of the budget belt-tightening efforts, the Olympia Licensing Office is scheduled to close to the public in September 2009. This effort is expected to result in about \$300,000 less revenue in filing fees to this fund while reducing agency expenditure by about \$640,000 per year. The 2007-2009 biennium forecast for copies of records is higher by 4.2% than the November forecast.

Motorcycle Safety Education Fund

The 07–09 biennium revenue is 2.4% (\$95,000) higher than the November forecast.

State Patrol Highway Account 081

Abstracts of Driver Record (ADR): The forecast increases 5.1% (\$1.4 million) for the current biennium due to new on-line tool. Department of Licensing believes the purchase pattern has settled at this level after major purchasers have gone through adjustment to several changes in this area. Dealer Temporary Permit Forecast is lower (2007–09 down \$387,000 or 4.9%). This is consistent with the poor economic forecasts and lower vehicle sales forecasts. There are still significant downside risks to this forecast due to current economic conditions.

Miscellaneous Revenues

The March Motor Vehicle Account miscellaneous revenue forecast for the current biennium is slightly lower than the November forecast. The net decrease of \$580,000 is largely due to a change in expected timing on a property in Snohomish County. The forecast for the 2009–11 biennium has a negligible decrease and the 16-year plan through 2023 is \$4.6m lower than the November forecast, affected by both the current implicit price deflator (IPD) and decreased property sales revenue in base years (a result of the legislative surplus property proviso recommendations).

The March forecast for Washington State Ferries miscellaneous revenue (non-fare revenue) in the near biennia are lower and in the outer years of the 16-year plan are lower than in the November revenue forecast.

Federal Funds

The March 2009 forecast for Washington's apportionment of Federal Highway Trust Fund receipts includes the January 30, 2008, apportionment notices for federal fiscal year (FFY) 2008 and the adjustment to federal fiscal year 2008 obligation authority contained in the SAFETEA-LU technical corrections bill passed by Congress on April 17th which is consistent with the previous 2008 forecasts. The November forecast included a rescission amount of \$178 million for Washington in FY09. The March forecast of Washington's rescission amount has incorporated public law 110-224 enacted in 2008 and the recently passed FY09 Omnibus Budget which added a new rescission of \$65 million for Washington. Total Federal-aid highway program obligation authority (OA) for Washington State in FFY 2009 has been

estimated based on higher rescission levels of \$65 million from the new FY09 Omnibus Budget and \$180 million from the first rescission. The obligation authority is calculated at 85% of the rescinded apportionment levels after both SAFETEA-LU and the Omnibus Budget rescissions for FFY09 and 90% in federal fiscal years beyond FFY09. Total OA for Washington State in FFY 2009 is estimated at \$358 million in this March forecast and this program obligation authority is below the November FFY09 OA forecast by \$57 million. The March forecast for FFY 2010 shows a 20% reduction from 2009 pre-rescission levels and this reduced 2010 level drives the out years of the forecast.

The March forecast includes a new table on the federal funding for transportation projects contained in the American Recovery and Reinvestment Act of 2009. Federal funding for highway projects is anticipated to give Washington \$492 million and \$179 million is anticipated for local Washington transit projects.

Forecast to Forecast Comparison for Transportation Revenues and Distributions
March 2009 • Millions of Dollars

	Current Biennium 2007-09			2009-11			16-Year Period (2007-2023)		
	Forecast Mar 09	Chg from Nov 08	Percent Change	Forecast Mar 09	Chg from Nov 08	Percent Change	Forecast Mar 09	Chg from Nov 08	Percent Change
Sources of Transportation Revenue									
Motor Vehicle Fuel Taxes	2,501	(26)	-1.0%	2,657	(52)	-1.9%	22,551	(535)	-2.3%
Licenses, Permits and Fees	907	(19)	-2.0%	920	(21)	-2.2%	8,038	(155)	-1.9%
Ferry Fares	292	(7)	-2.3%	307	(8.8)	-2.8%	3,052	(47)	-1.5%
Toll Facility Revenue*	76	0.6	0.8%	117	(3.4)	-2.8%	1,379	12.0	0.9%
Aeronautics Revenues	5.9	(0.2)	-3.1%	6.0	0.0	0.6%	49	(2.1)	-4.0%
Rental Car Tax	47	(0.4)	-0.9%	42	(3.2)	-7.1%	480	(2.5)	-0.5%
Vehicle Sales Tax	64	(1.9)	-2.9%	65	(5.2)	-7.4%	674	(31)	-4.4%
Driver Licenses and Other Driver-Related Fees	156	1.3	0.8%	165	1.5	0.9%	1,385	15	1.1%
Miscellaneous Revenues	23	(1.1)	-4.7%	19	(1.8)	-8.8%	172	(18.6)	-9.8%
Total Revenues	4,070	(53)	-1.3%	4,299	(94)	-2.1%	37,779	(765)	-2.0%
Distribution of Revenue									
Motor Fuel Tax Refunds and Transfers	141	5.9	4.4%	129	(2.2)	-1.7%	1,169	(26)	-2.2%
State Uses									
Motor Vehicle Account (108)	1,059	(20)	-1.9%	1,077	(21)	-1.9%	9,236	(222)	-2.3%
Transportation 2003 (Nickel) Account (550)	347	(4.4)	-1.3%	367	(8)	-2.1%	3,115	(71)	-2.2%
Transportation 2005 Partnership Account (09H)	517	(7.4)	-1.4%	610	(13)	-2.2%	5,111	(123)	-2.3%
Multimodal Account (218)	234	(5.2)	-2.2%	231	(12)	-4.8%	2,247	(59)	-2.6%
Special Category C Account (215)	48	(0.6)	-1.1%	50	(1.1)	-2.1%	425	(10)	-2.3%
Puget Sound Capital Construction Account (099)	35	(0.4)	-1.1%	36	(0.8)	-2.1%	309	(7.3)	-2.3%
Puget Sound Ferry Operations Account (109)	357	(8.2)	-2.2%	375	(11.7)	-3.0%	3,638	(74)	-2.0%
Tacoma Narrows Bridge Account (511)*	75	0.6	0.8%	116	(2.9)	-2.4%	1,339	12.2	0.9%
High Occupancy Toll Lanes Account (09F)*	1	0.1	16.9%	2	(0.6)	-26.8%	40	(0.2)	-0.5%
Aviation Account (039)	5.9	(0.2)	-3.1%	6.0	0.0	0.6%	49	(2.1)	-4.0%
State Patrol Highway Account (081)	313	(5.6)	-1.8%	326	(4.9)	-1.5%	2,843	(38)	-1.3%
Highway/Motorcycle Safety Accts. (106 & 082)	156	1.3	0.8%	165	1.5	0.9%	1,385	15	1.1%
Freight Mobility Investment Account (09E)	6.0	0	0%	6.0	0	0%	48	0	0%
Air Pollution Control Account (216)	4.3	0	0%	n/a	n/a	n/a	4.3	n/a	n/a
Vessel Response Account (07C)	1.2	0	0%	n/a	n/a	n/a	1.2	n/a	n/a
Total for State Use	3,160	(50)	-1.6%	3,366	(75)	-2.2%	29,792	(579)	-1.9%
Local Uses									
Cities	188	(2.2)	-1.1%	196	(4.2)	-2.1%	1,662	(39)	-2.3%
Counties	319	(3.7)	-1.2%	333	(7.1)	-2.1%	2,829	(67)	-2.3%
Transportation Improvement Board (112 & 144)	197	(2.3)	-1.1%	205	(4.4)	-2.1%	1,743	(41)	-2.3%
County Road Administration Board (102 & 186)	66	(0.8)	-1.1%	69	(1.5)	-2.1%	586	(14)	-2.3%
Total for Local Use	770	(8.9)	-1.1%	804	(17)	-2.1%	6,819	(161)	-2.3%
Total Distribution of Revenue	4,070	(53)	-1.3%	4,299	(94)	-2.1%	37,779	(765)	-2.0%

* 2007-09 is the first biennium to include Tacoma Narrows Bridge toll revenue; November 2008 was the first forecast to include HOT Lanes toll revenue; March 2009 is the first forecast to include revenue from transponder sales, violation fines and fees

Current Forecast and Legislative Baseline Comparison for Transportation Revenues

March 2009 • Millions of Dollars

	Current Biennium 2007-09			2009-11			16-Year Period (2007-2023)		
	March 2009 forecast	Chg from Baseline*	Percent Change from Baseline	March 2009 forecast	Chg from Baseline*	Percent Change from Baseline	March 2009 forecast	Chg from Baseline*	Percent Change from Baseline
Sources of Revenue									
Motor Vehicle Fuel Taxes	2,501	(86)	-3.3%	2,657	(140)	-5.0%	22,551	(2,073)	-8.4%
Licenses, Permits and Fees	907	(34)	-3.6%	920	(62)	-6.3%	8,038	(492)	-5.8%
Ferry Fares†	292	(10.1)	-3.4%	307	(22)	-6.6%	3,052	(185)	-5.7%
Toll Revenue	76	(1.7)	-2.2%	117	(9)	-7.2%	1,379	34	2.5%
Aeronautics Revenues	6	(0.2)	-2.9%	6.0	(0.4)	-6.5%	49	(5.1)	-9.3%
Rental Car Tax	47	(0.5)	-1.0%	42	(6.9)	-14%	480	(13)	-2.6%
Vehicle Sales Tax	64	(11)	-14%	65	(16)	-20%	674	(90)	-12%
Driver Licenses and Other Driver-Related Fees	156	1.0	0.6%	165	0	0.1%	1,385	0.8	0.1%
Miscellaneous Revenues	23	2.8	14%	19	(1)	-7.0%	172	(8.4)	-4.6%
Total Revenues	4,070	(140)	-3.3%	4,299	(257)	-5.7%	37,779	(2,832)	-7.0%

* 08LEG - Conference draft 4/15/08

† Scenario #2 - 2.5% fare increases each October, 2009 through 2024.

Historical and Forecast Projections for Petroleum Prices

March 2009 Revenue Forecast

Washington Retail Gasoline ¹				Washington Retail Diesel ¹				Crude Oil - Price per Barrel ²			
		Optimistic	Baseline	Pessimistic			Optimistic	Baseline	Pessimistic		
Fiscal Year 2008	Jul-2007		3.05					3.05			74.12
	Aug-2007		2.88					3.15			72.36
	Sep-2007		2.92					3.13			79.91
	Oct-2007		3.05					3.46			85.80
	Nov-2007		3.27					3.74			94.77
	Dec-2007		3.21					3.60			91.69
	Jan-2008		3.17					3.51			92.97
	Feb-2008		3.18					3.56			95.39
	Mar-2008		3.51					4.03			105.45
	Apr-2008		3.64					4.33			112.58
	May-2008		3.91					4.70			125.40
	Jun-2008		4.33					4.90			133.88
Annual Average			3.34					3.76			97.03
Fiscal Year 2009	Jul-2008		4.36					4.92			133.37
	Aug-2008		4.07					4.64			116.67
	Sep-2008		3.83					4.33			104.11
	Oct-2008		3.25					3.69			76.61
	Nov-2008		2.38					3.08			57.31
	Dec-2008		1.88					2.62			41.12
	Jan-2009		2.00					2.60			41.68
	Feb-2009		2.18					2.52			39.09
	Mar-2009	2.36	2.25	2.23	2.49	2.40	2.08	39.71	39.71	39.71	
	Apr-2009	2.37	2.26	2.19	2.34	1.95	1.69	35.19	33.05	31.81	
	May-2009	2.37	2.26	2.19	2.31	1.93	1.67	35.19	33.05	31.81	
	Jun-2009	2.37	2.26	2.19	2.32	1.93	1.67	36.07	33.88	32.61	
Annual Average		2.79	2.75	2.73	3.15	3.05	2.96	63.01	62.47	62.16	
FY 2010	July -Sept	2.39	2.27	2.10	2.38	1.95	1.63	47.81	37.00	30.42	
	Oct - Dec	2.29	2.18	1.97	2.33	1.91	1.60	53.04	41.00	27.78	
	Jan - Mar	2.33	2.28	2.03	2.38	1.97	1.65	56.31	44.00	33.35	
	Apr - June	2.56	2.50	2.22	2.77	2.29	1.92	59.33	47.00	33.19	
	Annual Average	2.39	2.31	2.08	2.46	2.03	1.70	54.13	42.25	31.19	
FY 2011	July -Sept	2.62	2.55	2.30	2.75	2.40	2.38	63.17	50.00	38.38	
	Oct - Dec	2.55	2.49	2.29	2.65	2.36	2.35	62.90	53.17	43.68	
	Jan - Mar	2.90	2.90	2.77	2.81	2.69	2.68	64.84	56.50	50.20	
	Apr - June	3.06	3.06	3.04	2.88	2.88	2.86	62.57	59.50	58.53	
	Annual Average	2.78	2.75	2.60	2.77	2.58	2.57	63.37	54.79	47.70	

Shading = Actuals; No shading = Forecast

¹ Washington retail price per gallon for gasoline is for all Grades. Both gasoline and diesel retail prices include state and federal taxes

² U.S. WEST TEXAS INTERMEDIATE CRUDE

SOURCES:

Retail Gasoline:

Actuals are collected from Energy Information Administration (EIA) survey of retail prices for all grades of gasoline in Washington

Forecasted prices are determined from Global Insight's March 2009 forecast of quarterly U.S. retail prices for all grades of gasoline adjusted for Washington's taxes compared to U.S. taxes.

Forecasted monthly prices are calculated from the relative monthly contribution toward quarterly prices taken from the series of U.S. gasoline prices published by the March 2009 EIA Short-Term Energy Outlook (STEO).

Retail Diesel:

Actuals are collected from AAA's publication of retail prices for diesel in Washington conducted Monday of each week.

Forecasted prices are determined from Global Insight's March 2009 forecast of producer price index for refined petroleum products.

Forecasted monthly prices are calculated from the relative monthly contribution toward quarterly prices taken from the series of U.S. diesel prices published by the March 2009 EIA STEO.

West Texas Intermediate (WTI) Crude:

Actuals are collected from Global Insight's March 2009 series for U.S. prices for WTI crude.

Forecasted prices are determined from Global Insight's March 2009 forecast of WTI crude.

Forecasted monthly prices are calculated from the relative monthly contribution toward quarterly prices taken from the series of U.S. WTI crude prices published by the March 2009 EIA STEO.

Historical and Forecast Projections for Washington State Ferry Diesel Fuel Prices

Ex-tax price per gallon • March 2009 Revenue Forecast

Washington State Ferry Diesel Fuel ³				
	Optimistic	Baseline	Pessimistic	
Fiscal Year 2008	Jul-2007	2.29		
	Aug-2007	2.25		
	Sep-2007	2.35		
	Oct-2007	2.75		
	Nov-2007	2.86		
	Dec-2007	2.66		
	Jan-2008	2.52		
	Feb-2008	2.80		
	Mar-2008	3.26		
	Apr-2008	3.54		
	May-2008	3.87		
	Jun-2008	3.93		
Annual Average		2.90		
Fiscal Year 2009	Jul-2008	4.02		
	Aug-2008	3.54		
	Sep-2008	3.14		
	Oct-2008	2.56		
	Nov-2008	2.07		
	Dec-2008	1.46		
	Jan-2009	1.63		
	Feb-2009	1.68	1.62	1.40
	Mar-2009	1.60	1.54	1.33
	Apr-2009	1.51	1.26	1.09
	May-2009	1.49	1.24	1.07
	Jun-2009	1.49	1.24	1.08
Annual Average	2.18	2.11	2.03	
FY 2010	July -Sept	1.53	1.25	1.05
	Oct - Dec	1.50	1.23	1.03
	Jan - Mar	1.53	1.27	1.06
	Apr - June	1.78	1.47	1.23
	Annual Average	1.58	1.30	1.09
FY 2011	July -Sept	1.77	1.54	1.53
	Oct - Dec	1.70	1.52	1.51
	Jan - Mar	1.81	1.73	1.72
	Apr - June	1.85	1.85	1.84
	Annual Average	1.78	1.66	1.65

Shading = Actuals; No shading = Forecast

³ Ex-tax price per gallon

SOURCES:

Washington State Ferry Diesel Fuel:

Monthly actual prices are supplied by WSF.

Forecasted prices are determined from Global Insight's March 2009 forecast of producer price index for refined petroleum products.

Forecasted monthly prices are calculated from the relative monthly contribution toward quarterly prices taken from the series of

U.S. diesel prices published by the March 2009 EIA STEO.